

"name of Calvin; but I am not responsible for

"any conclusions drawn from it by Calvin or any  
"one but myself. Calvin is nothing to me, save in  
"so far as his formulas embody my own convictions  
"which would have been much the same if Calvin  
"had never existed. If he justified persecution  
"he was so far wrong, and I condemn him; I am  
"no wise responsible for that, since I was as much  
"a Calvinist as now before I ever heard the name  
"of *Secretus*. I insist, therefore, that you pro-  
"your charge by something I have said or done  
"and not by your inferences from what was said  
"or done by a Frenchman ages ago." And in this  
demand he would be justified by reason and truth  
though condemned by ignorance, prejudice and  
casting hypocrisy.

—There always have been receivers of the  
"Free Love" sophistry, and we think the preva-  
lent political doctrines of our day which afford  
that "The world is governed too much," "The best  
"government is that which governs least," &c.,  
tend to increase and strengthen this school. Far  
be it from us to intimate that a believer in the  
"Laissez Faire" theory of government is neces-

the state of Indissoluble Marriage; we do not

doubt that many Free Traders are as hearty supporters of the true doctrine as we are. We only insist that, should we ever be converted to that general idea of government which ignores Liquor Prohibition, Usury Restriction, Tariffs, &c., we should find it far more difficult to advocate and justify penal laws against Adultery and Seduction than we now do. All men who read THE TRIBUNE do know that from its first appearance no journalist has been more heartily, actively, constantly, hostile to every theory or project tending to relax or violate the law of Indissoluble Marriage and Sexual Purity. It is not too much to say that

say that the existing law of our State

recognizing and punishing Seduction as a crime would not have passed but for the earnest and emphatic advocacy of THE TRINITY. All projects to facilitate Divorces or gild Licentiousness have encountered its sternest opposition; and, if its counsels were further heeded, the keeping of any house of assignation or prostitution would speedily be declared a felony and punished accordingly. In short, this paper is as widely known and hated as the most strenuous and unflinching advocate of what is stigmatized as "Compulsory Morality," and that characterizes it as "The Influence of Satan."

it will maintain to the end. Its influence is felt and dreaded by all who live and amass riches by

gandering to vicious appetite, whether in the gorgeous drinking saloon, the sumptuous gaming house or the more repulsive but not more pernicious subterranean dens of depravity. Right well do its traducers know this; and in seeking to identify it with sentiments which it abhors they are guilty of wrong-doing no wise less reprehensible than that of the counterfeit, the perjurer or the moral assassin.

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**THE CAMDEN AND AMBOY RAILROAD.**

The terrible massacre on the Camden and Amboy Railroad has not had the effect of estab-

lishing a due degree of care and foresight in the

traveling duties of that concern. We have to record two more "accidents" on that road on Saturday. Near El Sabertown, the road being under repair, the Superintendent said to a credible person, who gives us the particulars, that he raised his hand for the engineer to slacken pace; but, notwithstanding, as they went on at full speed, the cars fairly leaping over the faulty track, and the forward baggage car, weighing several tons, springing from the platform, breaking down the fence, and being hurled more than a hundred feet into the fields on the side. For this, the grade and much of the

baggage were destroyed, and all the passengers

The breaking, also, of an axle on a train on Saturday evening, near Beverly, is reported as due to an engineer's carelessness, who had misgivings about this defective point in the machinery. By this, one person—the engineer—has been killed, and another seriously injured.

himself—was killed, and another perhaps fatally wounded. There was a flaw in the axle ex-

tending quite round it, leaving a core of only about an inch and a quarter in thickness. The necessity for a breakdown because one single axle gives way may be considered inevitable on the Camden and Amboy Road; but north of that latitude it has happened without stopping the train, the machinery being constructed so as to render a single axle not indispensable. Such are the arrangements on the Camden and Amboy Road, notwithstanding the horrible outrage which has just startled and afflicted the public.

may recur again to the Burlington verdict as

matter of prime interest and necessity to the public. We pass over Dr. Heinenken's tenuity of argument as of comparatively little moment. Let us look instead at the culpability of those in charge of the backing train. Would that train have backed at such speed had the conductor not known that the down-train was coming on at its full speed?

In this lies the gist of the whole thing. Culpability was first in that quarter—the down-train. Had the Jury chosen to look thus far, they would have reached the real cause, which

Let it be observed, by the way, that Nostrand

swore before the Jury, that he went to the telephone office in Burlington and ascertained that